GRUMMAN
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Unveil full systems EF-111A at Calverton

people

When Bill Vojir was 27, he worked nights as a technician in Plant 4. That was in 1963. Bill, who now works in Computer Equipment Design in Plant 35, was recently awarded a PhD in Mathematics by Adelphi University.

Bill Vojir

Vojir had accumulated some college credits from CCNY prior to 1960, but that was interrupted by the draft. When he came out of the Army, he attended C.W. Post for Mathematics and graduated magna cum laude as a day student in 1966.

He transferred to Computer Engineering at Grumman in that year, and started attending Adelphi University at night, studying for his Master's. He received that in 1968. From 1968 through 1977 he worked on his PhD, spending four years just on his doctoral thesis.

Vojir feels that writing his thesis was the most difficult part. "At one point I had to change directions because someone else was working on something similar. That was really a setback," he recalls. The title of his completed thesis was "The Effects of Random Excitations on Linear Systems."

Bill has attended school every semester since 1963, taking classes that sometimes lasted until 10:30 at night, and studied every weekend. "It's been very hard for my wife, May," he says. He has maintained a straight A average for all graduate work with the exception of one course, for which he received a B.

Under Grumman's tuition reimbursement program, a student receives 100% reimbursement for an A, 85% for a B, and 75% for a C in all approved courses. With grades like his, Vojir's school expenses have been pretty low.

Bill credits his fellow employees and supervisors with giving him plenty of encouragement and support.

"Bill's a super engineer," says his boss, group head Lou Della Salle. "He has the unique ability to get to the core of problems quickly." Section head Bob Hong adds, "Getting a PhD only confirms what we already knew about Bill's capability and ambition."

Ferocious feline

It didn't look as if DT1 Larry Hamill was going to have a routine day.

Early in the morning on May 11, his boss in the prosthetics lab at the Branch Dental facility at Patuxent River Naval Air Station, Maryland, informed him that his first patient would be a wounded tomcat.

When Hamill objected to putting his hand inside the animal's mouth, they comforted him by saying it was the other end of the tomcat that needed his attention.

He recruited DN Curtis Morgese for assistance. Now that it's all over and the plaudits are rolling in from all directions, Hamill and Morgese consider May 11 one of their more rewarding days.

The 20-ton F-14 Tomcat sat perfectly still through the two-hour operation, and the two false-teeth specialists had finished all three required casts by the end of the day.

Even more pleased was the maintenance crew at the Naval Air Test Center. They had asked them to make a mold of a damaged part in the tail section of the F-14 aircraft.

On the go

Sigmund Van Dorn is a busy man.

When he's not working as a Grumman instrumentation technician at Calverton Operations, he'a a Chief Petty in the U.S. Naval Reserve. He's assigned to Audio-Visual Unit 284, based at Floyd Bennett Field, Brooklyn.

Chief Van Dorn recently returned from two weeks active duty making a film about the Navy's construction battalion (CB) centers at several locations in the United States and Puerto Rico.

Narrating the forthcoming movie "Home for the Seabees," is none other than John Wayne. Among the Duke's more than 200 film credits is the starring role in the 1942 movie, "The Fighting Seabees."

Van Dorn is a member of the "Combat Camera Group," which is made up of reserve naval personnel who in civilian life are cinematographers, photographers, directors, scriptwriters, and journalists. While employing their professional skills with the naval reserve, they are also helping to produce films and pictures for the Navy for substantially fewer tax dollars than the projects would cost if done by an outside contractor.

Good impression. *Dental technicians DN Curtis Morgese (L) and DT1 Larry Hamill prepare to make a cast for an F-14 Tomcat at NAS Patuxent River, Maryland. (US Navy photo)*

calendar

Aikido Club: every Mon. & Wed., 5:15 p.m., Pl. 35 cafe; for sport and self-defense; LI Aikido Federation; all guests welcome. B. Bauman, x7856/M. Stock, x7417.

Alcoholics Anonymous: every Mon., 5 p.m., Pl. 39, classroom 1; closed meetings. Personnel Relations, x3521; **Calverton:** every Mon., 4-5 p.m., Headquarters Building; **Great River:** every Wed., 4-5 p.m., Pl. 43 conference room 3.

ASHRAE: Tues., June 14, Alumni Club, Hofstra University, cocktails 6 p.m., dinner 7 p.m., presentation 8 p.m.; LI Chapter (local); guest speaker: Howard Nordeen, Powers Regulator Co.—"Optimization of Control Systems for Energy Conservation"; all welcome. P. Coiro, 484-1020.

Coin Club (Calverton): every Fri., 1st lunch period 12-12:30, Pl. 6; U.S. and World numismatic, medals, tokens collecting of; all welcome. W. Kondratowicz, x(117)6683/J. Kreussling, x(117)6550.

Duplicate Bridge Club: every Thurs., 6 p.m., Pl. 30 cafe; open competition; guests welcome. S. Stone, x7292/F. O'Lear, x6401.

Fencing Club: every Mon., 4:30-6:30 p.m., Pl. 30 cafe; instruction and competition. P. Chaldaris, x4331.

Folk-Dancers Club (Calverton): every Tues. and Thurs. cha-cha and hustle lessons, every Wed. ballroom dancing, lunchtime, receiving area, Pl. 6; all welcome. V. McGoey, x(117)6770.

Grumman Cycle Touring Club: 2nd Mon. of every month, Pl. 28 auditorium, 5 p.m. G. Hilton, x8053.

Grumman Dance Club: by phone registration only; every Thurs., 5-7 p.m., Pl. 28 auditorium; June 2 rhumba/cha-cha, June 9 folk dancing. M. Brown, x(115)3777.

Grumman Tennis Club: 1st Mon. of every month, 5 p.m., Pl. 28 auditorium. F. Campagna, x(115)3659.

Grumman Toastmasters Club: alternate Wed. beginning June 1, conference room, Pl. 25; public speaking—training and evaluation; GAC and assoc. gov't. employees welcome. H. Blumenthal, x2706.

IEEE Reliability Section: Mon., June 13, PINY, Rte. 110, Farmingdale, 8 p.m.; guest speaker: Paul J. Reardon, Princeton University, Plasma Physics Lab.—"Tokamak Project History"; all welcome. H. Wolf, x2860.

Karate Club: every Tues. and Thurs., 5:30-7:00 p.m., Pl. 35 cafe; building character thru physical exercise and self-defense; GAC employees and families welcome. H. Dreksler, x8812.

obituaries

EDOARDO BRAGGIOTTI of ILS Mech. Engg./Des., Plant 40, died May 15 at the age of 52. He had been with the company since 1965 and lived at 44 Rockville Ave., Rockville Centre.

HENRY J. SABOT of A/C Sys. Serv., Plant 75, died May 14 at the age of 54. He worked for Grumman since 1962 and resided in Maryland.

Personals

On behalf of my entire family, I wish to thank Employee Services and all the people at Grumman for their kindness and sympathy shown during the recent loss of my husband Robert. **Evelyn Bornscheim**

The family of Aaron Lampkin would like to extend their most sincere appreciation to the many friends and employees who extended their sympathy during the passing of his mother. **Aaron Lampkin**

The family of the late Paul Regan wish to thank all their friends for their kindness, cards, prayers, and sympathy during their recent bereavement. **Mary and Joan Regan**

Full systems EF-111A rolls out at Calverton

Official roll-out. *At Calverton last Friday, Lt. Gen. Robert Mathis (L) discusses EF-111A program with (L to R) Grumman Aerospace Chairman and President George Skurla; Chuck Sewell, Chief Test Pilot; and Vice President Bob Miller, EW program director for Grumman. On cover, the general is shown touring Calverton EF-111A Systems Integration Test Stand facility with Maj. Gen. Timothy Ahern, while Skurla is interviewed by Bob Teague of NBC TV. (Photos by Carl Lassig)*

CALVERTON, N.Y., May 20—The sky was overcast today, just like it was 50 years ago when Charles Lindbergh took off on his historic trans-Atlantic solo flight, a feat that marked the beginning of modern aviation.

Half-a-century later, another page in aviation history was written here today when the Air Force/Grumman EF-111A Tactical Jamming System (TJS) aircraft was officially unveiled at Plant 7.

Addressing an audience of over 200, Grumman Aerospace Chairman and President George Skurla said, "This roll-out marks the beginning of what I believe will be a long-term relationship between Grumman and the Air Force in this and future aircraft weapon system programs—something we have been looking for, for a long time."

In early 1975, the Air Force selected Grumman to perform the test and qualification work on the conversion of two F-111A fighter-bombers into the EF-111A configuration prototypes, by incorporating the ALQ-99 system—the nation's most advanced jamming system.

The keynote speaker, Lt. General Robert C. Mathis, Vice Commander, Air Force Systems Command, stressed the urgency for such a tactical jamming system in the Air Force inventory.

"We only have to reflect on the Vietnam era to realize the impact of an enemy's capability to detect attacking air forces. With long range radars of Soviet design and manufacture, the North Vietnamese were able to detect our strike aircraft from gear up to their attack run. The element of surprise was completely denied.

"The Soviets have taken the impact of electronic warfare and made it the keystone of their defensive forces. The east European environment today reveals the most dense environment of early-warning and ground-control intercept radar networks known to exist in the world.

"To counter this growing threat in Europe, late in 1971 we laid plans for an airborne tactical jamming system to update our electronic warfare capability.

"The question five-and-a-half years ago for the Air Force was how to get what was required? Here today we have a beginning," stated the general. "This aircraft is an important first step. This step and the ones to follow in the development phase are vital to an effective force of EF-111As. Each step must be a good one, a strong one. Together, all of us must work together to make this effort successful. I look forward to the challenge."

In his welcoming remarks, Skurla stressed Grumman's total commitment to provide the Air Force with the advanced tactical jamming system it needs.

"All of us at Grumman understand the urgency of the requirement for this system to go operational with the Air Force as soon as possible and are dedicated to fulfilling this priority in the shortest possible time," he said.

"The first step is to successfully complete the R&D phase involving the two aircraft currently flying here. The successful first flight of the full-up systems aircraft on Tuesday of this week has given me the assurance that the Air Force/Grumman team is now moving in high gear and the program is progressing smartly towards this goal," he continued.

Full commitment

"I am confident that the EF-111A system will prove to be everything we expect it to be" concluded Skurla "and I have committed all the resources of Grumman Aerospace to make sure that this happens."

Among those participating in the ceremonies were Maj. Gen. Timothy Ahern, DCS—R&D, USAF Headquarters; Brig. Gen. Waymond Nutt, Deputy Chief of Staff (DCS) for Logistics, TAC; Col. James McKenna, EF-111A program director at Air Force's Systems Command's Aeronautical Systems Division, Wright-Patterson AFB; Capt. Bill Oldmixon, NAVPR at Grumman; and Grumman Vice President Bob Miller, director of EW programs. Also present were members of the media, subcontractors and Grummanites on the EF-111 team.

After the formal session in Plant 7, the huge hangar doors opened wide to reveal the first full-systems EF-111A.

The combination of speed and range gives the EF-111A a variety of mission capabilities. As a standoff jammer, it can loiter miles from enemy territory for extended periods. As an escort for fighter-bombers, the supersonic swing-wing EF-111A can accompany strike forces all the way to targets deep in enemy territory while providing blanket radar jamming coverage. In addition, it can support fighter-bomber strikes along battlefield front lines.

Three tons of sophisticated electronics equipment, including transmitters, receivers, antennas, computers, and display equipment, have been incorporated into the two-place supersonic aircraft.

Exterior modifications include a new tail fin, topped with a pod, to enclose receiving antennas and associated equipment.

The Air Force is considering purchasing 40 EF-111 aircraft after successful completion of the test program early next year.

It just happened to be lucky Friday the 13th

Last year, a fake disaster was staged at Plant 3 that gave local fire departments practice in handling fires in a large manufacturing scenario. On Friday, May 13, the real thing happened.

At 11:40 a.m., a fire broke out on the east end of the Plant 3 roof. Smoke was drawn into the ventilation system and soon engulfed the facility interior.

A fire guard called emergency on Ext. 3333.

"Within no time, fire guards and plant protection people were here and safely evacuated 1,000 Grummanites," says Plant 3 manager Don Martinolich.

Says Capt. Joe Oliveri of Plant Protection, "When we receive a call, we notify the Bethpage Fire Department, our own people, and call the Grumman crash crew with its firefighting by closing down the ventilation system to keep out the smoke, and by turning off all plant power because the fire was near a transformer.

The Bethpage firefighters were on the scene in a matter of minutes and shortly had the fire under control. Less than two hours elapsed from the time the fire was reported, extinguished, and everyone returned to work. It was a lucky Friday the 13th for everyone.

"Plant Protection people and the Bethpage Volunteers did such a smooth job, you'd think we had a fire a week. Everyone was impressed with their professionalism," says Martinolich.

Oliveri summarized response to fire and emergency situations, by saying, "Call Ext. 3333 in any kind of emergency. The most professional response in the world doesn't amount to much if it's too late."

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Supply Ops shops for Navy

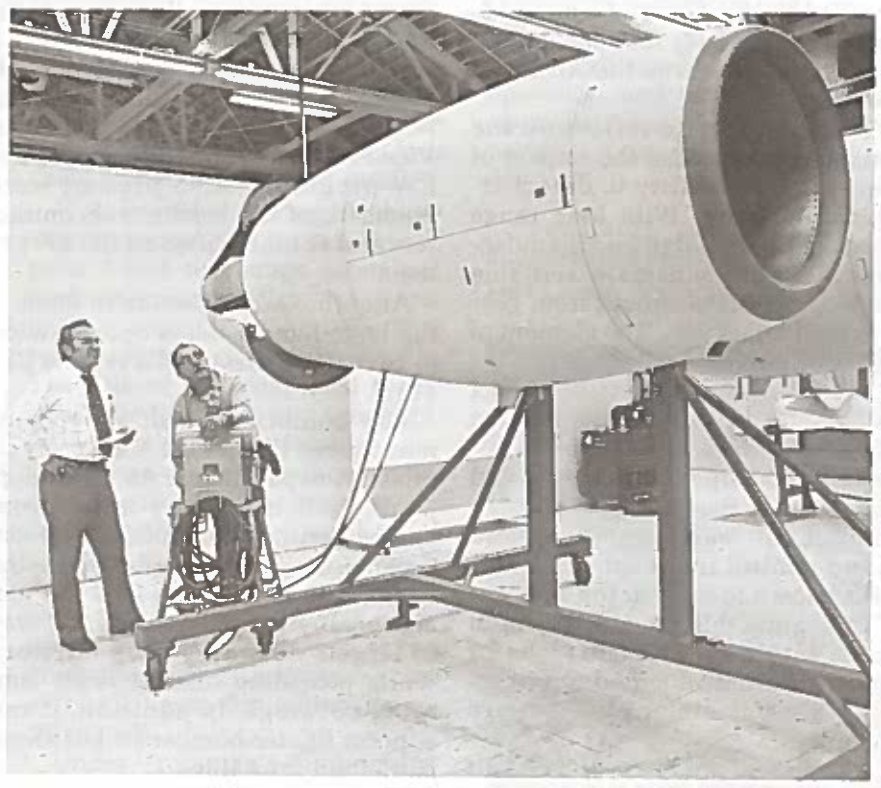
Instead of providing the Navy with a shopping list, Supply Operations in Plant 15 will take over the job of determining what spare parts are needed for the E-2C ARPS program. The Aviation Supply Office (ASO) of Philadelphia, Pennsylvania had handled the job until it recently authorized Grumman to select the Navy spare parts inventory.

Personnel from ASO have trained the Grumman Supply Operations group to perform the task in accordance with Navy specifications.

According to Supply Operations section head Rad David and group head Lou Lionetti, the new program will enhance the Navy's support posture by providing quicker, more efficient placement of orders.

It is expected that the F-14, A-6, A-6 Weapon System Trainer, and EA-6B programs will be provisioning in the same manner by June, 1977.

Deliver nacelles ahead of schedule



A prototype set of nacelle systems was recently delivered by Grumman Aerospace to Rockwell International eight days ahead of schedule. The units will be installed on a demonstrator version of Rockwell's proposed Saberliner 65 aircraft. Ground and flight testing for the plane will begin in July.

Guido LaDolce (L) of manufacturing technology and Al Pucci, plane captain, are shown in Plant 4 checking out the hydraulic system. John Mikals, program staff member for the Nacelle and Thrust Reverser Systems Department, says Rockwell expressed satisfaction with Grumman's efforts and anticipates a requirement for a substantial number of production nacelle systems if the prototype testing is successful. (Photo by Fred Annette)

Protect your children—don't forget vaccinations

Nostalgia for the 40's and 50's usually bypasses a few of the unpleasant memories...such as infantile paralysis and the iron lung. Many people view polio, whooping cough, and other childhood illnesses as a thing of the past, conquered by the miracle of immunization. There's just one catch:

Immunization doesn't do a thing for the child who hasn't been immunized.

According to statistics released by the Department of Health, Education, and Welfare, almost 40% of all American children under the age of 15 have not been properly immunized against polio, measles, rubella (German measles), tetanus, diptheria, and whooping cough.

Fear of epidemics

Dr. Vincent Gallagher of Grumman's Medical Department says, "More than 19 million children have not been immunized against polio. As this pool of unprotected children grows, the likelihood of a polio epidemic grows, too. Although there are state laws mandating that children should have certain immunizations before starting school, a lot of school districts have just overlooked this."

Ultimately, it is the responsibility of parents to see to it that their children are properly protected. Your family physician or pediatrician can tell you if your child's record is up to date.

Free vaccines

Free immunization is available in Nassau and Suffolk counties (no financial screening is done for this service) at the following health centers. It is advisable to call first for an appointment.

The centers in Nassau are: Elmont Health Center—354-3604; Freeport-Roosevelt Health Center—378-7310; Plainview Health Center—420-5200; Hempstead Health Center—538-2800; Nassau Community Health Care Center at Inwood—239-2200; and Long Beach Hospital—889-1677.

Those centers in Suffolk are: Amityville Health Center—842-9595; Brentwood Health Center—231-6600; Farmingville Health Center—233-5341; Martin Luther King Jr. Health Center in Wyandanch—643-5669; Riverhead Health Center—727-4700; South Brookhaven East Health Center in Mastic Beach—281-1830; South Brookhaven West Health Center in Patchogue—758-9000; Child Health Clinic at Southside Hospital in Bay Shore—666-7330 X424; Child Health Clinic at First United Methodist Church in Central Islip—666-7330 X424; Child Health Clinic at United Methodist Church in Greenport—765-3739; Child Health Clinic at Huntington Hospital—427-1535; Child Health Clinic at St. Joseph's School in Kings Park—231-3900 X460; Child Health Clinic at Southhampton Hospital—283-0239.

People living outside Nassau and Suffolk counties can get information by calling their local health department.

Don't let preventable illnesses threaten your child's health and future.

Primary Immunization

Age	Vaccines
2 months	DPT and Polio
4 months	DPT and Polio
15 months	Measles Rubella (German measles) Mumps
18 months	DPT and Polio

Booster Immunizations

4-5 Years	DPT and Polio
Every 10 years	Td (Adult)

Discount show tix

Employee Services is offering a bonanza of entertainment—at discount prices.

Here's just a sampling of shows you can purchase discount tickets for:

Pippin, June 22, evening performance, $10 for orchestra seats.

The Magic Show, June 23, evening performance, $10 for orchestra seats.

And, at Colonie Hill, the following performances are lined up:

Paul Anka, July 20, $8.50.

Sammy Davis Jr., August 11, $8.50.

Tony Bennett, July 8, dinner plus show, $12.

Insurance conversion

Grummanites who have children in college are reminded that Group Health Insurance on those about to receive degrees will terminate the day of graduation. Parents of graduating collegians should call the Insurance department, Ext. 6292, for conversion information if they wish to continue coverage.

Company's financial health good, how's yours?

It's a good practice to know the state of your financial health. That's why large corporations such as Grumman periodically draw up a health chart (or balance sheet) for its shareholders, regulatory agencies, and its lenders. At the 1976 annual shareholders' meeting last week, Grumman reported it was in good financial health.

How's your financial health?

Featured below is a step by step method of figuring out your own family's "balance sheet."

Before you begin, here are a few basic accounting terms you should become familiar with:

Date—select an "as of" date—such as December 31, 1976. A balance sheet is a "snapshot" (of a given time) of financial health, even though it is constantly changing.

Entity—Just like Grumman has a "consolidated balance sheet" which includes all the subsidiaries in the Grumman family, so should your balance sheet include your immediate family.

Basis—Accounting principles require companies to use the *cost* basis. That is the amount paid for a specific item. However, when you're figuring out your balance sheet, the fair market value or, estimated value basis would be a more meaningful indicator. It is recommended to use both.

Assets—They represent property or goods actually owned as well as claims against others yet to be collected.

Liabilities—They represent formal debts that are owed to others as well as expenses incurred but not yet paid.

Net Worth (Equity)—This is simply the excess (hopefully there is an excess) of assets minus liabilities, or your net worth.

Using the form provided, fill in the blanks in the following order:

- **Assets**

1. Cash: cash on hand, cash in savings accounts and cash in checking accounts.
2. Marketable securities: stocks and bonds, treasury bills and notes, etc.
3. Accounts receivable: consists of loans, deposits, and tax refunds, etc. due to you.
4. Value of EIP plan: This is your equity in the Grumman Employee Investment Plan, including all corporate contributions.
5. Cash value of life insurance: is the present cash value of any whole-life or equity-building type insurance policy.
6. Pre-paid expenses: represents the unexpired portion of previously paid insurance, taxes, etc.
7. Net equity in ABC partnership: would represent your net interest in any partnership.
8. Residence: value of your home, including all improvements.
9. Escrow account: amount of money held by your mortgagee bank to pay future taxes for you.
10. Automobiles.
11. Jewelry: consider only if significant.
12. Paintings, collections, etc.: include stamp, coin, or other collections of saleable value.
13. Household furnishings
14. Investment in real estate

- **Liabilities**

15. Accounts payable: bills received but not yet paid.
16. Accrued expenses: expenses incurred for which an obligation to pay exists, but for which an actual bill hasn't yet been received.
17. Loans payable: present balance of any loans payable, including auto, home improvement, and personal loans.
18. Mortgage payable: your present mortgage balance (principal balance) on your home.

Tribute to L.I. aviation. *Early Friday morning on May 20, the humming of a Ryan Brougham could once again be heard over Long Island. Commemorating the 50th anniversary of Charles Lindbergh's epic trans-Atlantic flight, a sistership of the Spirit of St. Louis took off from Grumman's Bethpage airport. The Spirit piloted by Jimmy Pyle was escorted by Nassau County Police helicopters. Shortly after leaving the Grumman airspace, it was joined by an entourage of early vintage aircraft for the anniversary flight over Long Island.*

The ..... family
Statement of Assets and Liabilities
December 31, 1976

Assets	Cost basis	Estimated Value
1. Cash	$	$
2. Marketable securities		
3. Accounts receivable		
4. Value of EPI plan		
5. Cash value of life insurance		
6. Prepaid expenses		
7. Net equity in ABC partnership		
8. Residence, pledge on mortgage note		
9. Escrow account — bank		
10. Automobiles		
11. Jewelry		
12. Paintings, collections		
13. Household furnishings		
14. Investment in real estate		
TOTAL ASSETS	_____	_____
Liabilities		
15. Accounts payable	$	$
16. Accrued expenses		
17. Loans payable		
18. Mortgage payable		
TOTAL LIABILITIES	_____	_____
Excess of assets over liabilities (What you are worth)	_____	_____

Skurla:'76 record setting year for Aerospace

Amidst a photo gallery of Grumman products in Plant 4 on Thursday, May 19, attendees at the annual Grumman Shareholder's Meeting received the good news—1976 was the best operating year in the company's history.

Grumman Corporation Board Chairman Jack Bierwirth opened the progress report section of the meeting by announcing that 87 percent of the corporation's outstanding shares were voted in favor of the election of five company directors and the selection of Hurdman and Cranstoun as the public accountants.

Those elected to three-year term as director were: Archie Albright: vice chairman of Drexel Burnham; C. Clyde Ferguson Jr., Harvard Law School professor and former U.S. representative on the Economic and Social Council of the United Nations; Robert Freese, Grumman Corporation Vice President and Treasurer; and George Skurla, Grumman Aerospace Chairman and President. Grant Hedrick, Grumman Aerospace Senior Vice President was elected to a one-year term as director.

Instead of the traditional speeches by subsidiary heads, attendees were given the opportunity to view each chief operating officer in his native operational habitat via film.

Sales, profits up

During film footage, Grumman Aerospace Board Chairman and President George Skurla delivered his message loud and clear—1976 was a record setting year for Aerospace in both sales and profits.

And 1977 looks even better;

Expanding on that statement, Skurla reported that "during the past year the company continued to build on the operating momentum established in 1975 by again delivering on or ahead of schedule all of GAC's four major aircraft programs."

While walking down the assembly line "where it all comes together" at Plant 6, Skurla reflected on the company's "four aces"—the F-14, E-2C, A-6E, and EA-6B.

Last year, the F-14 Tomcat accounted for approximately 60 percent of the company's total business base. He expects "this percentage will hold for at least the next several years."

Skurla attributes this to the Navy's success in convincing the Department of Defense (DOD) to support an accelerated F-14 production rate. This would result in the delivery of 118 additional production units in the 1979-81 fiscal time frame, and is related to the current planned purchase of 521 Tomcats.

"However, I am confident that in view of the changing priorities now developing in the Navy's projected five-year defense plan," said Skurla, "additional production of the F-14 will be funded beyond the present 521 figure."

On the foreign sales scene, 1976 was an active year in efforts to sell the F-14 abroad. The Japanese and the Saudi Arabians visited and evaluated the F-14. GAC also expects to host the Australians and the Canadians some time this year. Skurla stressed that competition is extremely keen.

But he's optimistic. "...as time goes by, the F-14 is continuing to prove itself to be the worlds' greatest air superiority and air defense fighter."

For instance, the new F-14 Block 90 series "dramatically demonstrated improved operational readiness during 1976—approaching the 70 percent standard set by the Chief of Naval Operations for the service. In several international exercises, the Tomcat/Hawkeye airborne combo again displayed a tactical team capability unmatched in carrier task force history."

To date, 26 of the 80 Tomcats sold to the Iranians have been delivered. Production rate of three per month will continue until July 1978.

"In addition to the foreign sales effort," reported Skurla, "we are working very hard to convince the U.S. Air Force and the DOD that the F-14 with its long-range, high-low Phoenix missile is the best choice to fill this country's new air-defense fighter requirement." Starting in the early 1980's, this program will involve approximately 190 to 200 aircraft.

Solid future ahead

The future looks bright for the E-2C Hawkeye, too. Reported Skurla, "production continuation of this airborne early-warning system appears to be solid in the Navy's current procurement planning up through 1983.

"The long range detection and target tracking capability of the Hawkeye is extraordinary. In contrast to other competitive systems, the Hawkeye is currently the only one that is operational."

The E-2C's foreign sales outlook is good. The Israelis have purchased four aircraft with a possible follow-on of two more. First delivery is slated for later this year.

The Japanese Air Defense Force continues to be interested in the E-2C. (An evaluation team visited Bethpage earlier this week.) "In my opinion, there is a very high probability that they will make a 'buy' decision on the Hawkeye within this coming year ranging from nine to 15 E-2Cs."

Skurla also commented on the much publicized NATO AWACS dilemma. "As time goes by, it appears that our chances of selling the E-2C to several European countries is increasing," he said. The E-2C made its European debut in 1976 at the Farnborough Air Show and also appeared at the Tokyo Air Show. It will be featured next month at the Paris Air Show.

Another GAC standout was the A-6E—the only all weather attack system in the U.S. inventory. At last year's annual meeting, its future looked bleak. Continuing funds for new A-6E's had been dropped from the fiscal '77 defense budget. "There was a strong move on the part of our

On the scene. *Prior to the annual meeting, shareholders inspected the wide array of Grumman products on display at Plant 4, and the sistership of Lindbergh's 'Spirit of St. Louis'. Grumman Aerospace Board Chairman and President George Skurla (upper right) delivered his 1976 report via film. He also was present with Grumman Corp. Chairman Jack Bierwirth, President Joe Gavin, and subsidiary heads to answer shareholders' inquiries.*

congressional and military supporters to keep the program alive and fiscal '77 funding was finally approved."

But that's not all.

"The Navy now plans to continue production of new Intruders along with modified A-to-E aircraft well into the first half of the 80's", reported Skurla.

Extended life span

He also predicted that the Intruder life in the Navy inventory will be extended even more—beyond 1990—if it's equipped with the next generation weapons delivery system called RGWS—radar-guided weapon system. Currently being developed by GAC, it would improve the present Intruder's all weather stand-off capability by a factor of 10, said Skurla.

Development work is also being undertaken for the close working partner of the A-6E, the EA-6B Prowler. Skurla believes that these efforts will extend GAC's electronic counter-measures aircraft production life well into the second half of the next decade.

Eye-catcher

One relatively new program Skurla recommended shareholders to watch is the U.S. Air Force's development contract to modify two F-111's into an EF-111 configuration by installing an improved version of the Navy's EA-6B ALQ-99 tactical jamming system. Upon successful completion of this program early next year, the USAF is expected to make a decision to modify about 40 F-111 aircraft to this ECM configuration, for an estimated $600-million.

Skurla stressed how research and development funds are vital to the company's future. "In 1976, we won $73-million of R&D contracts from DOD and NASA—more than three times that obtained in 1975."

A significant portion is for space-related study contracts, such as future space station systems, space manufacturing and fabrication studies and solar power space stations for NASA. Work is also being performed for the Air Force in highly proprietary system studies. Such studies as these, said Skurla, are "the seeds for future hardware contracts in the early 80's."

Long range view

Focusing on the long range future, Skurla cited GAC's thrust into two major research and development areas.

In anticipation of the Navy's firm commitment to develop and procure vertical short takeoff and landing (V/STOL) aircraft by 1990, "we have been doing our homework for the forthcoming competition."

"We've developed a very unique approach to what we believe will be the Navy's critical requirements—simplicity and versatility. At this time, the Navy intends to have a fly-off between two competing prototype aircraft in 1983 with final selection for a production award coming around 1985. And *we are out to win this one!*"

Another major aircraft program down the pike is the Air Force's new tactical fighter, also slated for operational introduction in the early 90s.

Already GAC has won several study contracts aimed at defining the advanced weapons system technologies and design concepts for this proposed new fighter.

Composites structures are expected to comprise a major portion of the basic airframe. "So our expertise in composites should put us in good position for both competitions," he said.

In his concluding remarks, Skurla stated, "I'm sure you will all agree that Grumman Aerospace has a lot going for it. In our four mature tactical aircraft production programs we have what some have called 'four aces in hand.' Aces that will be around for some time to come."

Skurla believes that the "Navy's commitment to go V/STOL aboard its carriers in the late 80's means continued procurement of conventional aircraft—such as Grumman now has in its stable—will be necessary during the transition period.

"And we are already vigorously pursuing the opportunity to have Grumman-designed and produced aircraft become part of that new Navy look."

Skurla concluded, "I feel confident that we in Aerospace know where we are...and where we are going."

"We are proud of our heritage for design excellence, and we are proud of the quality of our hardware—and the quality and dedication of our Grumman people!

"We face the future with measured confidence and with renewed determination to make it come our way."

After Skurla's film, the top officials of the other Grumman subsidiaries reported from their facilities via film.

Grumman Allied Industries President Bob Somerville predicts '77 will be a challenging and successful year ...Truck sales scored a record high in '76...the Grumman "airport" bus gained wide market acceptance... Pearson Yachts was also a star performer with top sales ...and the Howe Fire Apparatus Co. finished 1976 with the best sales in its 104-year history.

Dormavac containers have not maintained humidity control up to specifications and will require engineering changes, he said. However, the system's sales potential is world-wide.

In January, Grumman Ecocystems became a GAI subsidiary.

Grumman American

The general aviation industry had its best year in 1976, reported Corky Meyer, President of Grumman American Aviation (GAA). The company is still filling a backlog of light plane orders that had doubled in '76...G-II and Ag-cat sales were greater than the previous year...and a corporate decision whether to produce the Gulfstream III with its super critical wing will be made later this year.

Grumman Data Systems

Bob Nafis, president of Grumman Data Systems, reported overall sales increased by 10 percent and commercial business by more than 20 percent in '76. A strong and expanding commercial business base has been established with customers in diverse fields such as education, telephone operations, retail clothiers, car rentals, recording, and construction engineering. In October, a new market was added with the acquisition of ISI Systems which provides specialized services for insurance companies.

Grumman International

Speaking for Pete Oram, Grumman International President, Jack Bierwirth said "the key to success is team-work. To blend the local know-how of GII with the product know-how of the Grumman-producing company is to put our best foot forward. We are doing this more and more effectively with each passing month." A strong effort is underway to market the F-14 and E-2c in Japan and Australia.

After subsidiary heads reported, Joe Gavin, Grumman Corporation President, spoke about energy conservation programs underway.

Focusing on Grumman's role in solving the nation's future energy needs, he said "We have employed available technology on a very modest scale so that the resulting

(Continued on page 10)

S.S. Manniello

J. Adamo

P. Calabria Jr.

W.W. Fletcher

J. Krieger

W.R. Ayasse

A.J. Ellensohn

J.E. Dougherty

T.M. Burns Jr.

J.W. Becher

J. Mercurio

F.J. Carroccia

E.C. Treubig

D.V. Abbatiello

A.E. Duspiva

C.E. Brown

J. McCue

J.J. Meyer

A.D. Bradley

A. Polcek

R.B. Yarroll

M. Tokar

J.E. Jack

L. DeFranco

A.A. Brooks

W.A. Olsen

K. Hale

R.E. Conklin Jr.

T.F. Walsh

E.H. Seeley

C.R. Fossett

C.J. Kane

A. Seward

F.M. Smith

service milestones

40

William Pletka, Office Mgmt. (1)

35

William Hewitt Jr., Sub-Assy. Maj. (1)
John A. Guerra, Parts Paint (2)
Frank S. Sadowski, Tanks & Ducts (2)
August C. Elias, Meth. Engg. (2)
Roman S. Horoszewski, Jigs & Fixtures (2)
Thomas J. Stewart, Mach. Shop (2)
Kenneth W. Mebus, Templates (2)
Frank W. DeDe, Insp-Tooling (2)
John H. Sparnicht, Vehicle Liaison Engg. (4)
Curtis Williams, Maint-Rearrangement (5)
Catherine O'Regan, Facl. & Lab. Support (5)
Elizabeth M. Thompson, Corp. Instrumentation Sys. (5)
Walter A. Kranz Jr., Insp-Mech. (5)
Mafalda M. Rigolini, Bus. Ops. M/S (5)
Raymond A. Hiller Jr., Elect. Test (8)
Alexander W. Sildar, Des. Engg. Proj. Engg. (25)
Albert H. Weisskopf, Des. Engg. Mgmt. & Stf. (35)

Circle that date

All Grummanites who have been with the company 25 years or more should circle Tuesday, December 13, on their calendars. That's the date of the annual Quarter-Century club meeting. This year, the gathering will meet at the Colonie Hill in Hauppauge.

Robert R. Emmerich, Struct. Des. (40)
Fred O. Smith, Power Plt. Des. (47)
Joseph Mullally, Tech. Ops. (77)

30

George T. LeCron, Final Assy. (1)
John W. Bonanza, Prod. Rel. & Analy. (2)
Vincent C. Padney, QC Qual. Engg. (2)
Michael D. Chirillo, Air Traffic & Radio Comm. (7)
Mieczyslaw J. Szymanski, Lab. Ops. Inspect. (7)
Roy H. Erickson, BPA Mgmt. & Stf. (27)
Harold F. Klaiber, E-2C Wings (77)

25

Saverio S. Manniello, Prototype (1)
Joseph Adamo, Fuselage Assy. (1)
Pasquale Calabria Jr., Fuselage Joining (1)
Warren W. Fletcher, Final Assy. (1)
Joseph Krieger, Invent. Cntl. (1)
Walter R. Ayasse, Prod. Cntl-Parts Cntl. (1)
Alfred J. Ellensohn, Prog. Mgt. (1)
Jacob R. Leaman, Spotweld (2)
Donald Schroeder, Prototype (2)
John E. Dougherty, Prototype (2)
Thomas M. Burns Jr., Dets. & Subs Fab. Mgmt. (2)
Jeremiah W. Becher, Prod-Cntl-Parts (2)
Joseph Mercurio, Prod. Rel. & Analy. (2)
Frank J. Carroccia, Prod. Rel. & Analy. (2)
Ernest C. Treubig, Mfg. Tech. Prod. Serv. (2)
Thomas F. Warren Jr., Heat Treat (3)
Dominic V. Abbatiello, Spot Weld (3)
Albert E. Duspiva, Honeycomb Final (3)
Clinton E. Brown, Maj. Assy. (3)

J.E. Gutschwager

B.J. Koloski

E.J. Egan Jr.

W.F. Bayer

T. Bolen

S. Jacobs

E.L. Peterson

B.A. Weber

T.R. Johnson

P.C. Mattina

G. Schreiber Jr.

J.O. Blitzer

O.I. Darcy

B.P. Lewis

D.A. Nohs

F. Onza

R.W. Barger

R.F. O'Brien

James McCue, Maint-Rearrangement (3)
Joseph J. Meyer, Insp-Mech. (3)
Artis D. Bradley, Insp-Mech. (3)
Alfred Polcek, Insp-Mech. (3)
Robert B. Yarroll, Insp-Mech. (3)
Michael Tokar, Sub-Assy. Maj. (5)
James E. Jack, Static Test (5)
Louis DeFranco, Mech. Struct. & Proto. (5)
Allan A. Brooks, Mech. Struct. & Proto. (5)
William A. Olsen, Prod. Cntl-Parts Cntl. (5)
Kenneth Hale, Ops. Analy. (5)
Russell E. Conklin Jr., Financial Ops. (5)
Thomas F. Walsh, Plt. Protection (6)
Edward H. Seeley, Elect. Installation (6)
Charles R. Fossett, Structures (6)
Chester J. Kane, Structures (6)
Alexander Seward, QC Mgmt. & Admin. (6)
Frances M. Smith, Ops. Mgmt. & Stf. (6)
John E. Gutschwager, Elect. Installation (6)
Bernard J. Koloski, Flt. Ops. (7)
Edward J. Egan Jr., Trans-Ops. (20)
William F. Bayer, B/P Warehouses (21)
George J. Pennecke, Plexiglass (27)
Thomas Bolen, Maj. Assy. (27)
Sherman Jacobs, Prod. Cntl-Parts Cntl. (27)
Einer L. Peterson, Assy. Meth. Plng. (27)
Bernard A. Weber, Invent. Plng. & Analy. (30)
Theodore R. Johnson, Req. Plng. (30)
Peter C. Mattina, Seller Surveillance (30)
George Schreiber Jr., Comm. Admin. & Stf. (30)
Joan O. Blitzer, Invoice Audit (30)
Olive I. Darcy, Admin. Mgt. (35)
Paul Lewis, Tech. Req. (40)
Donald A. Nohs, Elect. Cable Fab. (44)
Frank Onza, Insp. Elect. (44)
Stanley R. Bobeck, Supp. Equip. Serv. (80)
Ramon W. Barger, West Coast Office (87)
Richard F. O'Brien, QC Supplier (89)

20

Edward J. Ostrosky, Final Assy. (1)
John F. Duffett, Prototype (2)
Edward C. Hornbuckle, Mfg. Sys/Doc. (2)
Joseph S. Russo, Equip. Tech. & Fasting Sys. (2)
John S. Bruder, Conv. Mach. (3)
Robert J. Donohue, Support Equip. Prod. (5)
Spero Kavafes, Presentation Serv. (5)
John J. Sweeney, Maint-Rearrangement (6)
Kenneth M. Becker, Prod. Deputy & Sta. Foreman (6)
John J. Cannon, Vehicle Lab. Mgmt. (6)
Bernt E. Moller, Prod. Deputy & Sta. Foreman (7)
Walter Whitman, Chem. Engg. & Process Std. (12)
Eugene Yasinski, Maint-Rearrangement (14)
Henry C. Ward Jr., Dist. Serv. (15)
Vincent Lauria, Equip. Lines (25)
Antonino Asaro, Prog. Plng. Cntl. & Budg. (25)
Jesse J. Jackson, Medical (28)
Anthony Italiano, ILS Prod. Support Mgmt. (35)
John Dulmovits, Loads & Criteria (35)
Julius F. Harder, Antennas & Radomes (35)
Daniel O'Brien, TS Mfg. M/S (36)
Alfred A. Aceto, Mech. Struct. & Assy. (43)
Emery Onufrey Jr., Prod. Mgmt. Ops/Stf. (77)
Ludwig J. Specht, Plt. Protection (77)
Donald S. MacKay, A/C Sys. Serv. (81)

15

Alfanzo F. Vota, Elect. Fab. (1)
Eugene F. File III, ILS Req. Def. (1)
Ralph C. Comito, Parts Paint (2)
Thomas Nelson, Hydraulics (2)
Janice L. Byrne, BPA Mgmt. & Stf. (2)
Willy Krupitsch, Veh. Liaison Engg. (2)
Joseph Importuno, Conv. Mach. (3)
James W. Kearns, Prod. Rel. & Analy. (3)
Salvatore Ventimiglia, Trans-Ops. (3)
Harold J. Perdue, Maint. Indust. Cntl. (3)
Albert P. Mahoski, Insp-Mech. (3)
Michael J. Hennessey, Flt. Avionics (4)
Dominick DeMarzo, Prod. Supervision (5)
Raymond J. Pfisterer, ILS Prog. Cntls. Mgt. (5)
Harry H. Davis, Corp. Contracts (5)
John R. Lynde, Meth. Elect. Tech. Sys. (6)
Richard T. Mangan, Engg. Mgr. (6)
Dennis J. McSweeney Jr., Radar (7)
John L. Cook, Elect. Fab. (7)
Albert Russo, Engg. Mgr. (7)
Joseph P. Mallins, Flt. Ops. Insp. (7)
Constantine Loucas, Elect. Test (8)
Chester C. Kalenty, Sys. Analy. (14)
Walter A. Grote, Lab. Mgmt. & Tech. (14)
Leonard L. Levy, ILS Tech. Writing (15)
Henry F. Williams, ILS Tech. Writing (15)
Charles F. Muller Jr., Prog. Mgr. E-2 (15)
John O. Green, Trans-Ops. (20)
Robert Clark Jr., Structural Des. (25)
Chauncey A. Knapp, Cntls. & Mech. (26)
Chou H. Li, Matl. & Struct. Mech. (26)
Mary M. Power, Sm. Bus/Min. Bus. Office (30)
Peter L. Romano, Fac. Admin. (30)
Stefano F. Mancini, Electromechanical Des. (35)
Robert H. Denien, ILS Field Serv. Mgt. (35)
Richard W. Cabble, Prog. Contracts (35)
Alfred J. Sicuranza, T.S. Engg. Mgt/Stf. (36)
Duane L. Hetzel, ILS Verif. & ILS Support (40)
David L. Johnson, ILS Digital Engg. (40)
George O. Trebing, ILS Digital Engg. (40)
Louis C. Kubat, Antennas & Radomes (40)
Antonios Bezas, Drafting (40)
Arthur F. Dattner, Plt. Protection (43)
Samuel E. Wilson, Avionics Sys. Test. (43)
John C. Link, Washington Office
Frank E. Davis, Production (88)

Wanted: apts.

Do you have an apartment to rent or share? New graduates starting work at Grumman are looking for housing, and Kathy Willsey of the College Program can probably help you line up a tenant or roommate. Kathy can be reached on Ext. 6252, or you can send information to her at Employment, Plant 28.

Mets tix

Tickets are now on sale at the GAA office for this season's first Grumman Night at Shea Stadium.

Admission to the Mets-Phillies baseball game on Friday, June 3, costs $4.50 each. Optional bus fare is $2 round-trip. For more information, call GAA, EXT. 2133/2269.

Back to school. *Grummanites from Supply Ops, System Technology, Publications, and Equipment Technology recently attended a seminar on NAVAIR's new Maintenance Plan Concept that will be used on future contracts. The week-long seminar was presented by Information Spectrum Inc. of Cherry, Hill, N.J. (Photo by Rich Breunig)*

Introduce 1/4 lb. hot dogs at McKay season opener

"This is terrific—but it should go on until 5 o'clock!" Dom Mastandrea was obviously enjoying himself at Food Service's first lunchtime "picnic in the park" at McKay Field last Monday.

The biggest hit of the afternoon was the quarter-pound hot dog. "I ordered a hamburger and a hot dog, but the hot dog was so big I couldn't finish it all," said Tom Woerter of Plant 25. Charlie Cook, also of Plant 25, agreed. "Yeah, the hot dogs are great. This is such a good idea—they should have done it a long time ago!"

Dick Kosse, director of Food Services, estimated the first day crowd at about 400. "We sold about 175 hot dogs, 125 hamburgers, and around 100 of the Italian sausage and pepper heroes," said Kosse. "We're really pleased with the way things went. As things get under way a little more, we expect bigger and bigger turnouts."

Monday's weather was cooperative enough, with temperatures in the mid-70's. Most of the crowd used the picnic tables set up under the trees; others sat on the grass to eat their lunch and soak up the sunshine.

Volleyball, softball, horseshoes, and bocce were open to all comers. "They're going to have miniature golf, too," said Tommy Thompson of Food Services. Tommy was available to answer questions and philosophize with all picnickers, and offered a short discourse on the merits of grilled vs. boiled hot dogs. ("No context.")

"Are you going to come back tomorrow?" we asked Louise Gandolfo of Plant 15. "You bet! This sure beats tuna fish at my desk or soup in the cafeteria."

Food Services plans to offer the picnic lunch every day (weather permitting) during the summer months, from 11:30 a.m. to 1:30 p.m.

1976—record year for Aerospace sales

(Continued from page 7)

devices can be applied easily within our current domestic and commercial activities."

He also mentioned company interest in uranium enrichment, fusion power, photovoltaics, and large scale solar-energy systems.

Gavin expressed confidence in existing technology and the national energy program to "coordinate improvement in the standard of living with vastly improved energy efficiency."

Changes in 1976 earnings

At the outset of the meeting, Bierwirth spoke of the company's accounting changes in the annual report.

As reported in the 1976 annual report, sales exceeded a record billion-and-a-half dollars...earnings exceeded $27-million and retained equity increased to $171-million.

These figures included changes in inventory accounting to the "last-in, first-out" method and settlement of long-standing claims with the Navy on early F-14 production.

The company also negotiated some additional work on the F-14 contract as less than full value. Instead of giving up some cash, reported Bierwirth, the company decided to reduce profits in 1977. It was described in the 1976 annual report as a price concession on certain 1977 business that would reduce '77's net income by some $3.6-million.

After the annual report was mailed, the Securities and Exchange Commission said that the $3.6-million should be charged against 1976 earnings. It meant a shift of some costs from 1977 to 1976. A few days prior to the meeting, shareholders received an addendum to the annual report.

Speaking on the company's growth, Bierwirth highlighted the 1976 establishment of a new line of credit—at lower interest rates. "This reflects the financial community's assessment of Grumman's sound business condition and favorable prospects," he said.

Bierwirth also paid tribute to former members of the Board of Directors.

His predecessor as Board Chairman, Clint Towl,—and the last active company founder—will reach the Board's mandatory retirement age in November. "Having him on the board has been of particular importance to me during my transition, and to the rest of our directors because of his vast experience. Fortunately, as a founder, he can stay with us for as long as he likes in the role of director emeritus," said Bierwirth.

This year is the first in more than a decade that George Titterton will not be part of the Board. Said Bierwirth: "...He stood for quality. When George let it go out the door, it was right. Sometimes that was painful, but in the long run it has helped create the character of this company, which I believe is more valuable than anything that shows on our balance sheet."

Also retiring from active duty is Bob Loar, Grumman Allied Chairman. Loar has been with Allied since its inception in 1962, and at Grumman for more than 35 years. "Much of the growth and success we've seen is due to his efforts and foresight," Bierwirth said "We've still got our hooks in him as a consultant and I couldn't be happier."

Q. & A.

The final segment of the annual meeting was the popular question-and-answer session.

Responding to an inquiry about the return on investment Grumman has made on non-defense ventures, Gavin said, "We make a very sophisticated analysis to identify return on investment of any new program and the potential return. In the commercial world, a number of these projects fall into a category where it takes about three or four million dollars investment to get going and about four years to get back on the positive side of the ledger. Compared to outside companies, this is par for the course."

Fielding a question on the new engine for the F-14, Skurla commented "the sooner the better." Though Congress approved $15-million in fiscal '77 to proceed with competition for a new engine, the Navy has not yet moved ahead on it, he said. "For fiscal $78, the House has indicated approximately $26-million for the program, but the Navy believes it has higher priority use for its money. A new engine will come, but not today."

One shareholder asked about the AWACS-E-2C competition. Answered Gavin, "The best thing that can be said for the sponsorship for some of these programs by DOD or any of the services is simply that the facts will speak for themselves. Today we are building the finest tactical air force in the world...bar none. And we'll stand behind that statement. With a little patience we'll find that this word will spread far and wide... Those are the facts—we have the best."

scorecard

Six Americans from the American School of Isfahan participated recently in the grueling 26-mile Greek Marathon. The course covered from Marathon to Athens and finished in the Olympic Stadium. Out of the 99 runners (72 Greek and 27 foreign), only 66 athletes finished.

Leading the pack for the Americans was the American School of Isfahan's athletic director Steve Tekesky. He finished 20th. Grumman Aerospace dependents John Zangas, 11th grade; David Wolf, 9th grade also finished the race.

Also participating were Mike Casper (12th grade), Mike Tekesky (10th grade), and Gina Milillo (8th grade). Gina was the only female participant, and had to register under the name of "Gino" since females are not allowed to run.

Heading west

There are still a few seats left on the chartered flight to California, says Chet Baumgartner of GAA. The United Airlines flight will cost $199 per person. The plane will land in San Francisco July 5 and take off from Los Angeles July 19. For more information, contact GAA, Ext. 2133/2269.

Smile, champs

On Sunday, May 29, first place teams of GAA-sanctioned bowling leagues will battle in the Tournament of Champs at Sheridan Lanes, Mineola. All teams are asked to arrive a few minutes early in order to have their photos taken for PLANE NEWS. Pictures will appear in an upcoming issue.

Kegler call

All Grummanites interested in joining the summer bowling league should call Herb Mahoney on 2133 or 2269.

The league will roll at Syosset lanes every Wednesday at 6:30 p.m.

Mahoney reminds all interested keglers that there will be an organizational meeting May 25, 1977, at 6:30 p.m. in Syosset lanes.

On target. *At the conclusion of the L.I. Industrial Pistol league season, these Grummanites finished in top positions: (L to R) front row – Bill Berkley, 1st marksman; Bernard Boyle, 1st unclassified; back row – Phil Boehm, 1st sharpshooter and 2nd class A International style; George Turney, 3rd marksman; Al Berka, 1st expert; Ed Kovacs, 1st class A International; and Marcello Longa, 2nd marksman. Not pictured are women's division champ, Joan Packert, and 2nd place sharpshooter Gordon Woodruff. (Photo by Bob Settles)*

Play ball!

Last week, GAA sanctioned softball leagues opened up the 1977 season. At Calverton, General Manager Tom Merritt (above) threw out the first ball of the Plant 6 lunchtime league season, while Plant 6 Manager Al Johnson (R) helped outfielders limber up for the big season ahead by belting a few. Across the seas, Grummanites in Iran (below) staged their own opening day ceremonies in Isfahan.

On top of world. *Grumman varsity team members (L to R) Bella Cherry, Rosie Dailey, Chin Thompson, Evelyn Gerdon, Ronnie Wenschell, and Arlene Schwemmer, captured the L.I. Women's Industrial Bowling tourney title.*

Women keglers break record on way to L.I. industrial title

Sixteen out of 33 titles isn't a bad record. But in this year's 34th annual L.I. Women's Industrial Bowling tournament, the Grumman varsity went after trophy No. 17 like it was their first.

Perhaps it was their enthusiasm, their camaraderie, or how they combined competitiveness with a pure love of the game. Whatever it was, the Grummanites mustered a loyal following—including the competitors' fans.

Slight lead

Going into the final night of play, Bella Cherry, Arlene Schwemmer, Evelyn Gerdon, and Chin Thompson were holding on to first by 221 pins over the Nassau County Employees team.

In the first of four games, Nassau sliced the Grumman team lead to 126 pins by rolling 824—a new tourney high. After their rivals broke that record, the Grumman varsity knew they were in for a long evening.

Arlene led the way in the next game with a 200, and Grumman picked up a precious three pins. In the following game, Nassau once again became an explosive team and gained 31 pins.

Final stretch

But in the final stretch, the Grumman women pulled it all together. With the spectators in the balcony of Mid Isle Lanes cheering, Bella spilled the pins for 234 and Grumman had its 17th Long Island title.

To thunderous applause, the Grumman varsity keglers received their trophies. In the quest for No. 1, the women had rolled a new tourney total pinfall record of 8,360—512 pins over their average. Bella Cherry won high tourney game with a 243 on the first night of the tourney; and Evelyn Gerdon was chosen the team's MVP.

It's your advantage to join new tennis club

Tennis, anyone?

Though tennis interest has boomed in recent years, that inquiry is often unanswered for beginners. And even if you do find a partner, there's always the problem of finding a court. The newly established Grumman Tennis Club is trying to tackle these problems.

"Every year many people attend GAA tennis clinics and become discouraged because of lack of partners and courts," says Bill Wenzel, club member and veteran varsity tennis player.

Since the club began late last summer, there has been little time for tennis. During the off-season, club members organized a comprehensive schedule for this upcoming season.

Up the ladder

Tennis ladders have been divided into beginner, intermediate, and advanced skills. In addition, a "pool" ladder has been formed to accommodate those who are not sure of their skill level. People in this curcuit can find their level by challenging players in already established classes. Future plans involve a singles tourney and the formation of a doubles ladder.

The club also has supplied a partial answer to the scarcity of tennis courts. Three courts have been laid out in the large parking area south of Plant 2. Play will start in May.

All welcome

Everyone working at Grumman is invited to join the new organization. "If you don't know much about the game, don't hesitate to join," says Fuzzy Favuzza, acting president. He assures aspiring players that there will be plenty of opportunities to learn.

The club intends to kick off its first clinic next month. Tentative plans call for six weeks of two-hour instruction per week.

Guest speakers

Annual dues is six dollars, which is used chiefly to buy equipment and support clinics, says Favuzza. In addition, dues pay for such expenses as film rentals, guest speakers, and group outings to professional matches.

All those interested in joining the Grumman Tennis Club are welcome to attend its next meeting on June 6 in the Plant 28 auditorium at 5 p.m. For further information, call Favuzza, Ext. 4492.

Pinehurst No. 1 tees off June 22

On Wednesday, June 22, Grumman men and women golfers will be navigating the Yellow course at Bethpage State Park in the first of three Mixed Pinehurst tourneys slated for this season.

If you want to be one of those golfers, you'd better sign up early with Mike Cherry in the GAA building next to Plant 2, Ext. 2133. The field is limited to 60 duffers.

Entry fee of $6 per person includes greens fee, and kickers' prizes. Because of the growing contingent of Mixed Pinehurst enthusiasts, says Mike, your entry fee must accompany your registration.

In Mixed Pinehurst play, both male and female golfers tee off, play each other's drive on the second shot, and then select the better lie for the third shot. From then on they alternate play using one ball until it is holed out.

A trophy is awarded to the team that shoots low gross. To be eligible for the kickers' prizes, you and your partner must choose a handicap that when subtracted from your nine-hole score will allow you to finish between 30 and 40.

GRUMMAN plane news

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